

# Airport Planning

## REQUIREMENTS FOR AIRPORT LAYOUT PLANS AND EXHIBIT “A” PROPERTY MAP

Western-Pacific Region 2nd Annual  
Airports Conference

May 25, 2006

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Federal Aviation  
Administration



## OVERVIEW - AIRPORT LAYOUT PLAN

- WHAT: A critical planning tool which depicts both “existing facilities” and “planned development” for an airport.
- BY DEFINITION: A plan for the airport showing boundaries and proposed additions to all areas owned or controlled by the sponsor for airport purposes.
  - Includes areas which are not contiguous with airport.
- SHOULD IDENTIFY:
  - Location and nature of existing and proposed airport facilities and structures
  - Existing and proposed non-aviation area improvements

## UPDATING - AIRPORT LAYOUT PLAN

- REQUIREMENT : The ALP is a pre-requisite for issuance of a grant for airport development. Any sponsor who has received a grant for airport development is obligated by Grant Assurance No. 29 to “keep the ALP drawing up-to-date at all times”.
- SUBMISSION “TRIGGER” CRITERIA: (Specific)
  - Physical completion of an airport development project.
  - Changes to Airport Capital Improvement Program (ACIP).  
(an updated and approved ALP required prior to issuance of an airport development grant)
  - Land Acquisitions, Land Releases, changes in land use. (from aviation to non-aviation)
  - Master Plan Studies

## GENERAL SUBMISSION CRITERIA

- ALP's should be reviewed annually for currency and submitted for revalidation upon revision to the ADO as necessary.
- FAA advises comprehensive updates every 3 years.
- Drawing is considered Out-of-Date when:
  - Does not provide for future development needs.
  - Lacks conformance with current airport design standards.
  - Existing features are not being accurately depicted.
  - Critical land use changes occur which may affect the navigable airspace or the ability of the airport to expand.
  - Purchase/Acquisition of land, including that for noise.

# GENERAL SUBMISSION CRITERIA

- FUNDING

- Pre-applications for reimbursement
- Engineering Contracts ( Plans & Specs; Construction)
- Master Plan Studies
- Separate stand alone contract

- SPONSOR COVER/TRANSMITTAL LETTER

- Purpose and need for submission
- Review and approval or revalidation (what is FAA action?)
- Identify any changes from the last ALP approval
- POC for questions (sponsor or consultant)
- Number of copies to be returned.



## GENERAL SUBMISSION CRITERIA

- > Draft submissions: Provide **7** copies for comprehensive reviews.  
Minimum submission ALP, Exhibit A (remaining sheets optional).
  - > Revalidation and Final submissions: Provide a minimum of **5** copies.
    - CALTRANS/ADOT
    - Regional Office
    - ADO
    - Back-up
    - Sponsor
- \*\* Should the sponsor wish to provide a copy to the consultant or wish additional copies for themselves submit the desired number and indicate in your transmittal letter.
- \*\* Delays/Postponements – Remit letter to ADO

# AIRPORT LAYOUT PLAN – POLICY AND CHECKLIST

- Regional Office sets all policy
- New checklist – Finalized 2/10/06  
[http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/western\\_pacific/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/)
- Development through ALP Workgroup
  - Coordination with customer groups (AAAE, AZAA, State, select sponsors and consultants)
- Revisions to Checklist – as needed based on new guidance
- Compliance with: AC 150/5300-13, Change 8 – Airport Design  
AC 150/5070-6B, Appendix D – MP

## IMPORTANT FEATURES/ELEMENTS

- Sponsor Cover Letter
- All drawings must have an “original wet signature”, “Draft” submissions as well as “Final” which certifies the submission from the sponsor as their official submission.
- ID location of Survey Monuments and Reference Markers- include description in “Notes” manner of protection.
- NAD 83 (North American Datum 1983)- Horizontal Coordinates
- Structure Elevations using NAVD 88 (North American Vertical Datum 1988). Maybe added to Terminal Area Plan vice ALP drawing.



## IMPORTANT FEATURES/ELEMENTS

- Wind Rose – Data Source – AWOS/ASOS data should be extrapolated and used to update to current calendar year.
  - > NOAA\NCDC in Ashville, NC.
  - > Another airport within close proximity
  - > Last 10 consecutive years. Minimum 6 months – 1yr.
- OFA's, OFZ's, RSA's (existing and ultimate)
- Runway End Coordinates
- Runway Protection Zones – ID property controls by type (fee, avigation easement, uncontrolled) and dimensions
- FAA Disclaimer and FAA Approval Block

## IMPORTANT FEATURES/ELEMENTS

- Contours must be visible
- Tables: Airport Data, Runway Data, Legend, Building/Facilities
- Revision Block (include dates of last 2 approvals along with approval purpose- Completion of AIP construction (ID project), addition of ACIP projects, MP Update
- Approved Modification to Design Standards.
  - Use a “Note” to identify FAA Approved Modification(s) to Standards.
  - Include the FAA approval date for each modification.
  - Unsigned “Final ALP’s” placed in a final MP will require an airspace disclaimer.

## EXHIBIT “A” PROPERTY MAP - OVERVIEW -

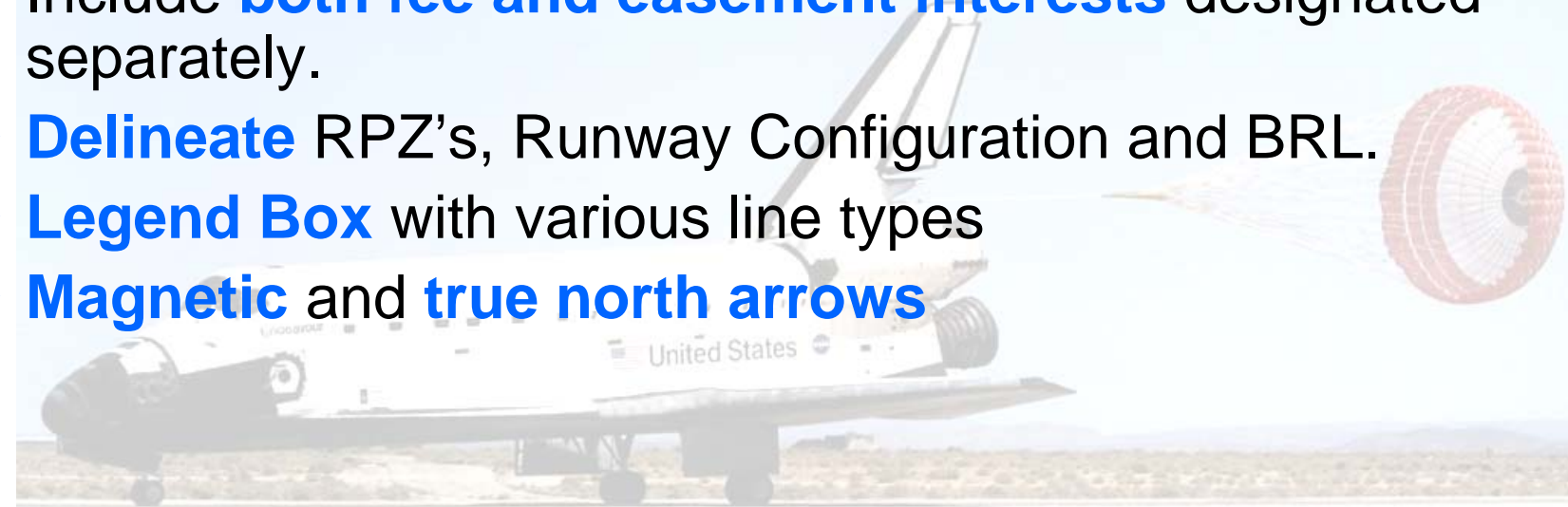
- IT IS NOT AN AIRPORT LAYOUT PLAN
- Elements limited to those which will assist in the identification of property only.
- Must be submitted as part of the project application
- Primary intent is to identify ALL land parcels/tracts which is designated airport property and to provide an inventory of ALL LAND PARCELS which make up the airport. (includes industrial park areas designated for revenue producing purposes- property released from aeronautical use obligations as well as AIP funded noise land purchases).

## EXHIBIT “A” PROPERTY MAP - REQUIREMENTS -

- Types of Property Shown:
  - Federally funded property (noise, RPZ), surplus property, locally funded, easement interests in areas outside the fee property line.
- Document must show/contain the following:
  - Clear identification of the airport boundary compiled from deed research, available mapping/surveys and field verification, as required. Field survey maybe necessary.
  - How and when the airport property was obtained.

## EXHIBIT “A” PROPERTY MAP - REQUIREMENTS -

- **Identify the ownership** or interest in each tract/parcel within airport boundaries which makeup the entire airport. Each should be numbered. Include parcels which were once airport property.
- Include **both fee and easement interests** designated separately.
- **Delineate** RPZ's, Runway Configuration and BRL.
- **Legend Box** with various line types
- **Magnetic** and **true north arrows**





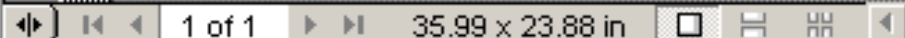
## EXHIBIT “A” PROPERTY MAP - REQUIREMENTS -

➤ Inventory by **parcel number** will include:

1. Grantor
2. Grantee
3. Type of Interest
4. Acreage
5. Date of Recording
6. FAA project/grant number if acquired under AIP grant
7. Surplus Property Transfer
8. Type of Easement (clearing, aviation, utility, R-O-W). If released, include FAA approval date
9. Acquisitions, include purpose if acquired with Federal \$ (i.e. noise compatibility, future development)

## EXHIBIT “A” PROPERTY MAP - REQUIREMENTS -

- When an Exhibit “A” is being submitted as part of a land acquisition project, insure the parcels being acquired are clearly shown/identified on the map.
- All information must be on 1 sheet, if possible.
- Whenever there is a change to any airport property, the Exhibit “A” must be updated and/or amended.



## **AIRPORT LAYOUT PLAN - POINTS OF CONTACT -**

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# QUESTIONS ?